



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Amado Leon

Contact Information

David Henderson,
Bicycle/Pedestrian
Coordinator
davidh@miamidade.gov

Miami-Dade MPO
111 NW First St., #910
Miami, Florida 33128

305-375-4507
(fax) 305-375-4950

www.miamidade.gov/mpo



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, MAY 26, 2004
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF APRIL 28, 2004
- III. MEMBER COMMENTS
- IV. PRESENTATIONS
 - A. SR 9336 PAVED SHOULDER PROJECT – J. Gonzalez, FDOT
 - B. GOLDEN GLADES INTERMODAL CTR PD&E – J. Gonzalez, FDOT
- V. DISCUSSION ITEMS
 - A. BIKE TO WORK WEEK – D. Henderson
 - B. COMMODORE TRL CONCEPT PLAN – D. Henderson
 - C. BPAC AT TPC – D. Henderson
- VI. INFORMATION ITEMS
 - A. RICKENBACKER CSWY UPDATE – J. Cohen, MDPW
 - B. APRIL PROGRESS REPORT – J. Manzella

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, MAY 26, 2004

MEMBERS PRESENT

Ted Silver Amado Leon
Brett Bibeau Sheila Boyce
Susan Smith

MEMBERS ABSENT

Barry Burak

OTHERS PRESENT

David Henderson, Jae Manzella (Staff), Vivian Villaamil (School Board), Jose Gonzalez (FDOT), Gerry Reboredo (DMJM Harris), Bill Davis, Colin Cortez, Harold Schmitt, Don O'Donniley (South Miami Planning Dept), Noel Cleland

The meeting began at 7:07 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- <i>Vote – unanimous.</i>
APPROVAL OF MINUTES	- BBibeau: <i>Motion to approve Minutes of April 28, 2004; seconded by SB; vote – unanimous.</i>
MEMBER COMMENTS	- DH: This item was added to the agenda to give members a chance to bring up issues of importance. Usually, member comments are not made until the meeting is breaking up and people are walking out the door. TS: Welcomes new member Susan Smith, appointed by Miami Gardens Mayor Shirley Gibson.
SR 9336 PAVED SHOULDERS PROJECT STATUS	- Jose Gonzales (FDOT): The reconstruction of SR 9336 from US-1 to Everglades National Park (8 miles long) begun by FDOT 3 years ago. Potentially significant right-of-way needs necessitate a PD&E study to evaluate alternatives. Coordination with the Comprehensive Everglades Restoration Project showed that repair to the road was needed immediately to facilitate the planned hauling of material out of ENP as part of the everglades restoration. Milling and resurfacing of the road was completed and a parallel project began to study the larger reconstruction that would address all deficiencies: shoulders, drainage, lighting, clear zone. The existing right-of-way is only 40-foot wide in some areas. To bring the roadway up to standards would require 10-foot shoulders, and 20-foot clear zone on each side. Approximately 60' more needed to meet the standard 100' cross section. TS: This is the road that goes from US-1 through Florida City, past "Robert is Here" and then down and out to Everglades National Park. JG: The road is not heavily traveled and there are few traffic crashes. There is not a significant need moving the project forward. ENP satisfied with resurfacing for movement of fill material. TS: what about improving the road without taking 100 feet of ROW? JG: Exceptions to the FDOT design standards are sometimes approved. DH: The MPO bike facilities plan includes on-road facility on SR 9336 and the South Dade Greenway Network plan includes a separate path along SW 344 St, SW 217 Ave and then the road into the national park. TS: Because a resurfacing was done FDOT procedure doesn't require inclusion of bike lanes so nothing else will be done here for another 20 years. Even if the full FDOT

	<p>standard cannot be built at least provide minimum accommodation for bikes. What is the time line for any reasonable facility to be added to the road?</p> <p>JG: Perhaps the bike improvements could be implemented as a Transportation Enhancements Program project</p> <p>DH: TEP projects have to meet the same requirements as any other project TEP is just a funding source for non-traditional projects. The design requirements are the same as any other FDOT project.</p> <p>BBibeau: Do you have the solution to provide bike facility?</p> <p>JG: Recommended 8-10 foot shoulders (5-feet paved) plus the clear zone beyond that which can also serve as swale area for drainage. The road now drains onto private land. Dropping the project eliminates the chance to improve the drainage, clear zone, shoulders, and bike accommodation.</p> <p>TS: FDOT should be looking at something besides the all or nothing solutions.</p> <p>DH: The FDOT Work Program and MPO Transportation Improvement Program already include funding for improvements to SR 9336. Would a BPAC resolution be appropriate to communicate to FDOT decision makers?</p> <p>JG: Yes.</p> <p>AL: Motion to support continuation of the project and if it requires design exceptions then that should be pursued to make the project viable. Second by SB.</p> <p>BB: Is there any known opposition from the environmental or agricultural communities?</p> <p>JG: Not at this time.</p> <p><i>VOTE: Unanimous.</i></p> <p>BB: Would like to suggest an amendment to the motion conditioning the BPAC's approval on no opposition from Everglades National Park or any environmental group. Seconded by SB. <i>Vote: unanimous.</i></p>
<p>GOLDEN GLADES INTERMODAL CENTER PD&E</p>	<p>- JG: This is also a project that is in the PD&E phase. The existing Park & Ride facility was built in the 1970's. In the 1990's the MPO did a study of improvements and recommended a station facility and making some of the land available to a private firm for joint-use development. In 2001 FDOT took up the project. Public involvement is an important part of the PD&E process. The goals of the project are to increase ridership of transit by making it more comfortable and safer and to increase access for bicyclists and pedestrians. Pedestrians and traffic movements are segregated from auto and bus traffic at the station site. Roadway improvements include relocating SR 7 and SR 9. A single 20 acre parcel can be created by moving the roads. The second alternative leaves the roads in place but the 20 acres of developable land are not contiguous. A parking garage structure and an air-conditioned terminal building are part of all alternatives. The private development would be orientated towards transit users so that the interchange is not degraded by new traffic.</p> <p>HS: The gap in walkway cover at the station should be filled in.</p> <p>DD: Moving the roadways could impact zoning district boundaries if they are coincident with the roads.</p> <p>JM: What improvements will be made to improve access for bicyclists and pedestrians?</p> <p>JG: Says he is looking for ideas for better access from the BPAC.</p> <p>DH: FDOT has told the BPAC in the past that upcoming improvements to SR 7/US441 will include paved shoulders. That can be the start of improving access.</p> <p>TS: Bike racks and lockers, elevators to get to the platform, a bike station, roads wide enough to provide access are all needed. FDOT needs to decide what can be implemented from that list of needs.</p>

	<p>JG: The Turnpike Option is a new option suggested by the Florida Turnpike Enterprise. They need a truck plaza which is a much nicer facility than a truck stop. The joint use development would include restaurants, motel, gift shop, etc. The Turnpike Enterprise is working on a proposal that they will submit to FDOT. The truck plaza would be on the east side of the roadway which would not be relocated. The terminal facility and parking garage would still be constructed.</p> <p>DD: The Turnpike alternative does not support the goal of increasing transit ridership.</p> <p>JG: The Turnpike alternative would be evaluated against other respondents to the Request for Proposals for joint use development.</p> <p>SS: This alternative does nothing to support transit, bicyclists or pedestrians. This is only a way to get Turnpike financing to help build the project.</p> <p>SB: What kind of development is transit supportive?</p> <p>JG: Office space that would be used by people that use transit to get to work and that use transit to obtain services. A medical office, for example.</p> <p>TS: The Turnpike alternative removes the focus of this project from improving transportation to making it possible for the Turnpike to develop a truck plaza.</p> <p>DH: A huge barrier to the Golden Glades Park & Ride for people who bike and walk is the railroad tracks. One way to improve access would be extending the pedestrian bridge from the terminal to the Tri-Rail station across the tracks. This would make it possible for people from Carol City, Norland, even Miami Lakes to get to the station without having to drive. It would also make it possible for people who come to the station to walk or bike to jobs in that industrial area.</p> <p>TS: Studies have shown that many people who live in this part of the county use their bikes as much to get to work as they do for recreation. Connecting these neighborhoods to the stations would create great transportation options for the people that live or work in those areas.</p> <p>SS: The north part of the county has always been overlooked when it comes to facilities for people who bike and walk.</p> <p>TS: This committee takes a serious view towards being included in the process of project development. You are welcome to come back at the next stage of the project to get more input and support from the BPAC.</p>
WALK TO SCHOOL DAY	<p>- DH: This is an add-on to the agenda. Vivien Villaamil from the Miami-Dade School System is here to talk about “Walk to School Day.”</p> <p>VV: Walk to School Day is very important to the School Board and MPO member Ms. Perla Tabares Hantman. She will bring the item to the School Board in June and would like to have the MPO endorse it tomorrow with support from the BPAC tonight.</p> <p>BB: motion to endorse “Walk to School Day,” seconded by SS. Vote: unanimous.</p> <p>BB: How does Walk to School Day relate to the “Safe Routes to School” project?</p> <p>DH: “Safe Routes to School” is an old program in the Public Works Dept. to map a safe route for each elementary school showing traffic signals, crosswalks and sidewalks within the school attendance boundary. The program has not been kept up to date and the MPO has been asked to help re-establish it. The fifteen elementary schools in the Liberty City area have been chosen as a demonstration project because that area has a high concentration of traffic crashes involving juvenile pedestrians. Maps and a program of needed improvements for these schools is being developed as well as a procedure manual for Public Works to use to develop safe routes for other schools. The hope is that these maps and the pedestrian improvements will make it possible for more kids to</p>

		walk to school each day and not just once a year.
BIKE TO WORK WEEK	-	DH: Bike to work week was May 17-May 21. For the first time in 30 years, South Florida Commuter Services, the carpooling and ridesharing promotion organization, celebrated BTWW in Miami-Dade. They ran newspaper ads, printed rack cards, organized a Bike & Ride demonstration at Miami Beach City Hall, and held a bike giveaway. Hopefully, we will be able to do the same thing next year with more activities.
COMMODORE TRAIL CONCEPT PLAN	-	DH: A one-page summary of the consultant's recommendations for the Commodore Trail projects was included in the agenda package for use as a public involvement tool. It is important to get the neighborhood support to make this project happen.
BPAC AT TPC	-	<p>DH: The three citizen's committees (BPAC, CTAC and TARC) have been invited to participate in the monthly meetings of the Transportation Planning Council (TPC). The TPC is made up of the directors of the County transportation agencies, plus FDOT, the major cities, School Board and Florida Department of Environmental Protection. They review planning projects and studies and make recommendations on action items that are going before the MPO Governing Board. The agendas will be sent to Ted for him to choose when to attend.</p> <p>TS: Please note the meeting dates in your calendars in case there is a meeting that needs to be covered.</p>
RICKENBACKER UPDATE	-	DH: No update this month. The project should be going out to bid very soon.
MISCELLANEOUS	-	<ul style="list-style-type: none"> • TS: Attended the ethics and Sunshine Law workshop with Brett. The rules of the Ethics Commission are binding on any committee that reports to the County Commission. The Sunshine Law does apply to BPAC members and so any two or more members that meet outside of a meeting should not discuss any item that might come up at a BPAC meeting. Also, while any member may meet with an elected official, two members cannot unless the meeting is properly noticed. The Sunshine Law also applies to phone calls, and e-mail. • HS: Venetian Causeway dumps out onto nothing at either end. Signs or something are needed to tell people where to go. • JM: The City of Miami Beach representative to the MPO Board has a vacant seat on the BPAC. If you are interested in becoming a member, contact Comm. Jose Smith's staff about appointment. • HS: Bal Harbour does not allow bikes on their paved path or sidewalks. • TS: Can staff contact that City to see if there is any interest in discussing this? • MacArthur Causeway is also a problem. Will the Baylink project include a separate path for walking and bicycling across the Causeway? • TS: No. The issue that the BPAC has been pursuing is making sure that bikes will be allowed on Baylink so that there will be a transit option for crossing the bay when the bike-accessible buses are replaced with the train. If you are a beach resident and can go to the Baylink meetings that are now being held, please invite your bike riding friends also. One of the problems with the bicycling community is that we do not get involved in project meetings and then the decision makers assume that there is no

		interest.
--	--	-----------

- *The meeting was adjourned at 9:15 p.m.*